

(ESTABLISHED 1881.)

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Intimations.

STEAM NAVIGATION COMPANY.

PLUNKET'S GAP, the PEAK, near the TRAIN TERMINUS, Tel. 58.
For Terms, &c., apply to the **MANAGER.**

NO 70



Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." G. F. Morrison, R.M.R.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"388 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Maoming, Kichuk, Kau-Kong, Samshui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

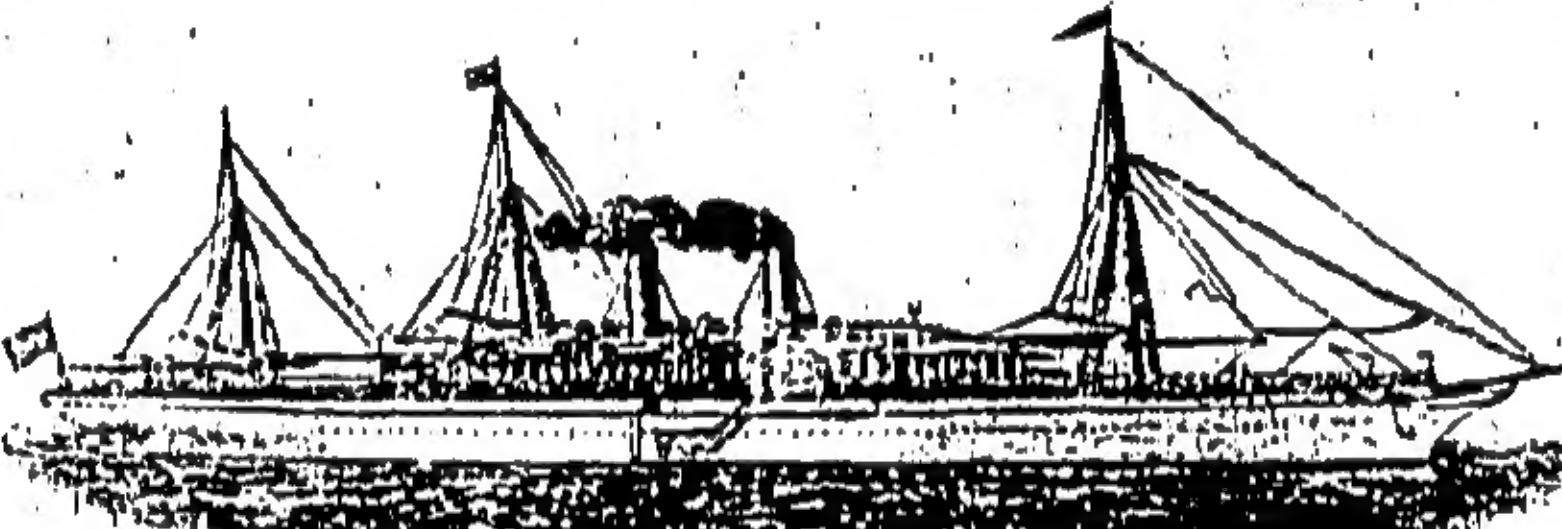
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, YOKOHAMA, KOBÉ, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF JAPAN"	5,000	H. Fyfe, R.N.	WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA"	5,000	R. Archibald, R.N.	WEDNESDAY, 18th Oct.
"ATHENIAN"	4,400	S. Robinson, R.N.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	5,000	E. Beetham, R.N.	WEDNESDAY, 15th Nov.
"TARTAR"	4,400	W. Davison, R.N.	WEDNESDAY, 20th Nov.

Hongkong to London, 1st Class.....\$120.00. 2nd Class.....\$70.00.
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THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connections with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, D. E. BROWN, General Agent,
 Hongkong, 13th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA	HAVRE, BREMEN AND HAMBURG.	22nd Sept.
V. Doehren	(Calling at S'PORE, PENANG & COLOMBO.)	
SILESIA	HAVRE AND HAMBURG.	4th October.
Bahle	(Calling at S'PORE, PENANG & COLOMBO.)	
SUEVIA	HAVRE, ANTWERP AND HAMBURG.	10th October.
Knaisel	(Calling at S'PORE, PENANG & COLOMBO.)	
SLAVONIA	HAVRE AND HAMBURG.	18th October.
Rorden	(Calling at S'PORE, PENANG & COLOMBO.)	
SEGOVIA	HAVRE AND HAMBURG.	1st Nov.
Schönfeldt	(Calling at S'PORE, PENANG & COLOMBO.)	
SENEGAMBIA	HAVRE AND HAMBURG.	15th Nov.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO.)	
VANDALIA	NEW YORK VIA SUEZ.	about
Hase	with liberty to call at the Malabar coast.	1st October.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity.
 Duty qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, D'ARQUILL STREET.

Hongkong, 7th September, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROOM	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GRINSENAU	WEDNESDAY, 17th January.
ROOM	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROOM, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardses.
 Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,762	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.

ON TUESDAY, the 19th September, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Obernager, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 27th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 11th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 13th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG"
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP
 OCCUPIES 36 HOURS.
 The steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 8th September, 1905.

Dentistry.

Dr. M. H. CHAUN.
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY.
 37, DES VOUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1904.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILL STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 95 ft.; bottom 75 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
 entrance, top 60.5 ft.; bottom 45.8
 ft. Water on blocks, 26.5 ft. Time
 to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

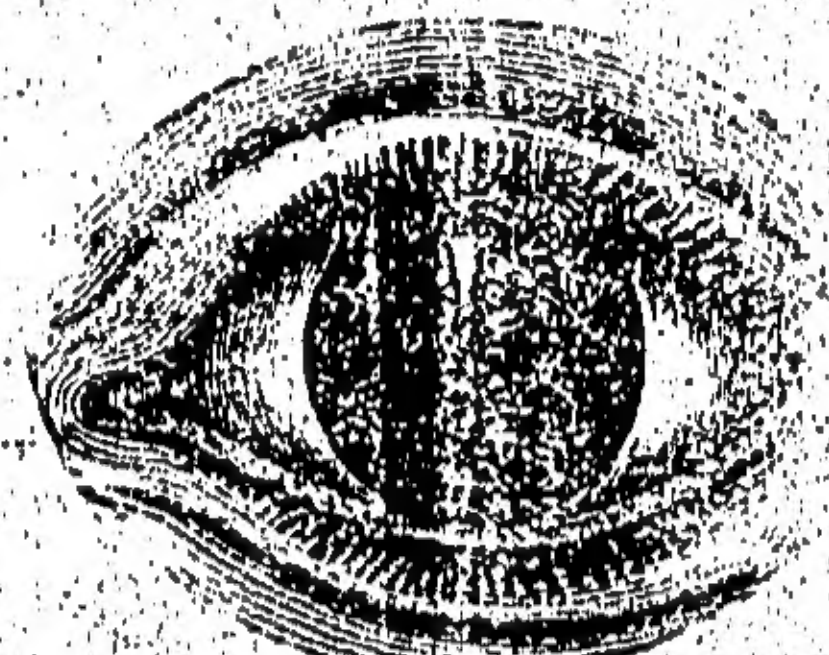
Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
 10, D'ARQUILL STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTORS,
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HAN
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 13th March, 1904.

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Intimation.

WM. POWELL, G
LIMITED.

"ALEXANDRA
BUILDINGS"
Des Vues Road.

**NEW
DRESS
FABRICS**

for
AUTUMN WEAR.

**HIGH GRADE
FOOTWEAR.**

DAINTY

LACE

COLLARS,

SCARVES

and

JABOTS.

**HIGH CLASS
MILLINERY**

At

Moderate Prices.

FIRST-CLASS

**DRESS-
MAKING**

By

Experienced Fitters

from

LONDON & PARIS.

Wm. POWELL, Ltd.,
HONGKONG

Hongkong, 13th September, 1905.

Entertainment.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE

CONCERT,

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station),

ON

SATURDAY,

September 16th, at 9.15 P.M.

Tickets \$1 and \$1.

Can be obtained at the Volunteer Head Quarters,

near the Hongkong Club.

Hongkong, 9th September, 1905.

Intimations.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$8.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

THE NEW FRENCH REMEDY

TRADE MARK

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DERBY AND OAKS OF 1907.

THE ENTRIES.

The yearling entries for the Derby (colts and fillies) and for the Oaks (fillies) of 1907 have just closed, and the subjoined table will show how they compare with previous years:—

Year.	Derby.	Oaks.	St. Leger.	Year.	Derby.	Oaks.	St. Leger.
1857	301	213	240	1903	303	225	251
1858	288	211	232	1904	304	226	252
1859	271	211	232	1905	303	225	251
1860	278	211	232	1906	303	225	251
1901	282	211	232	1907	303	225	251
1902	282	211	232				

Although the average of entries for the Derby has been pretty well maintained for the last ten years, it is a pity that the Jockey Club does not insist, as it has power to do, upon the value of that race being raised to £10,000 net for the winner, so that it might become the richest event of the year, instead of ranking as only the sixth. The Jockey Club should bring a like pressure to bear upon the race committee at Doncaster; for there is not a shilling given in the shape of added money to the St. Leger, which ought to be placed on an equal footing with the Derby. The authorities at Epsom and Doncaster can well afford to make this change, as they derive enormous profits from the racing; while it is certain that, if these prizes were of the guaranteed value of £10,000 each, the entries would become so large that the amount to be made up by the fund would not often be as large as it is at present.

The entries for the Derby, as will be seen, are a trifle fewer than they were for 1906, but the difference is not great. His Majesty, whose yearlings, it was erroneously reported, were to be sold at Newmarket, heads the list with five colts bred at Sandringham. Two of these are sons of Persimmon, while the three others are by St. Frusquin, St. Simon, and Isinglass. His Majesty sets a good example by naming all his yearlings; and Slim Lad, a son of St. Simon and Landamia, should make a racehorse of repute, if pedigree is to account for anything. The two breeders who have taken the largest number of nominations, each with eight, are the Duke of Portland and Mr. Musker, the former having nominated four sons of St. Simon and two of the Australian sire Carbine, Mr. J. Robinson, whose yearlings are bred at Worsnop and sold at Doncaster, has nominated half-a-dozen of them; while Mr. J. E. Platt, whose yearlings will be sold at Doncaster for the last time, as his stud has been disposed of, has put in five, including a filly by Persimmon—Sea Sir. Lord Derby has also six nominations, all his six yearlings being of very fashionable origin, and a number of owners have taken four entries, including the Duke of Devonshire, Captain J. Greer, Mr. J. Gubbins, Major Eustace Loder, Lord Wolverton, and Lord Rosebery, the last named of whom has a colt by Velasquez—Gas, who is half-brother to Cicero. The four yearlings bred by Sir Tatton Sykes at Sledmore are entered in the name of his relative, Mr. H. Cholmondeley, so that in the event of Sir Tatton's death the nominations should not become void. This is an argument the more for allowing nominations to be made transferable, and breeders would not be obliged to resort to these subterfuges to safeguard their interests. Two of the four are by Flying Fox, a third by Persimmon, and a fourth by Florizel II., and the filly by Flying Fox—Altesse—is sure to excite much competition when put up for sale at Doncaster. Captain Ureer has among his four a colt by Gallinule—The Message, own brother to that good two-year-old Uialume; while among the nominators of three each are the Duke of Westminster and Lord Falkmouth. The former has among his three Flying Leap, a colt by Orme—Vampire, full brother to Flying Fox, and a colt, by St. Frusquin—Rydal Head; Lord Falkmouth's entries include Lyons, a colt by Cyllene—Oreza. Sir Robert Jardine, who has purchased several high-class yearlings this summer, has nominated two of them for the Derby; and another owner with two nominations is Mr. Leopold Rothschild, who has entered Sheffield, a colt by St. Frusquin—Blade; and Chunchuse, by Galeazzo—Ulica. Several well-known owners are content with a single nomination, among them being Lord Zealand, whose name had been missing for several seasons. His return to the turf would be much appreciated; and it is to be hoped that the colt by Carbine—Gallinule will do credit to his owner. Very few French yearlings have entered, and M. Edmond Blanc has not taken a single nomination, though it might have been expected that he would put several of Flying Fox's progeny in both the Derby and the Oaks.

The entries for the latter race, which have not fallen so low for many years, are also headed by the King, his Majesty having nominated Victoria, by St. Simon—Meadow Chat, full sister in blood to Head and Chatworth; Alexandra, by Persimmon—Ambleside; and O'Sella, by Orme—Felia. The two owners who have taken the most nominations for the Oaks are Mr. Arthur James and Mr. J. Simons Harrison, each with five; the latter sending his fillies to be sold at Doncaster. The owners and breeders who have entered four fillies in the Oaks are Lord Derby, the Duke of Devonshire, the Duke of Portland, Mr. J. Musker, and Mr. Reid Walker; while those with three entries include Mr. W. Hall Walker, M.P., Major Eustace Loder, Sir Robert Jardine, and Mr. H. Cholmondeley. One of the trio entered by Major Loder is a sister of Pretty Polly, by Gallinule—Admiration, and it is rather surprising that she was not entered for the Derby. Mr. Cholmondeley's three nominations include the filly by Flying Fox—Altesse and the filly by Florizel II.—Same Chick, which are also in the Derby; and among the owners and breeders who have taken two nominations are the Duke of Westminster, Lord Wolverton, Lord Rosebery, Mr. Leopold Rothschild, Lord Cedogan, Lord Durham, Lord Dunsany, Lord Howard de Walden, Lord Falkmouth, Mr. Langtry, Sir Edgar Vincent, M.P., and Sir John Thursty. Sir James Miller has also two nominations, one of them being Roquette, a half-sister to Rock Sand; while the name of Lord Dalmeny appears for the first time among the nominators for any of the "classic" races.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENLAVERS,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, 11th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th September, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "SIKH,"

FROM MIDDLESBOROUGH AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 10th September, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 13th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th September, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. India and Persia. From Australia, ex S.S. Moldavia. From Calcutta, ex S.S. Manila. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 7th September, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on MONDAY, the 11th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 9th September, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CHEVCHILL, American 4-masted schooner, Captain Hoffman—Master.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBER DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

84, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

ITALIAN
VERMOUTH

FROM

F.L.L. CORA.

TURIN.

ITALY.

BEWARE OF OTHER SO-CALLED

ITALIAN VERMOUTHS

SOLD IN THE COLONY

AND MADE IN FRANCE.

Hongkong, 14th July, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 7th September, at Shanghai, the wife of J. NOLASCO, of a son.

MARRIAGE.

On September 12th, at the Registrar's Office, Hongkong, by special licence, LUCIA VAN DER BEEK, daughter of Dr. Simon Van Der Berg, of Antwerp, to HERMAN H. BODENMEIER, C.E. of Shanghai.

DEATH.

At Johore Bahru, Malay Peninsula, on the 5th inst., Dr. W.D. PERRY from injuries received in a carriage accident. Aged 37.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 13, 1905.

THE ANTI-AMERICAN BOYCOTT.

By the publication of the verbatim report of the discussion at Government House held between U.S. Secretary of War, Mr. W. H. Taft, and certain members of the Chinese community, our Chinese fellow-citizens will have received considerable enlightenment upon a subject which has aroused so deep a feeling of resentment amongst the people throughout the length and breadth of the Empire. It may be useful at this stage to take a retrospect of the movement that culminated in the present agitation against the United States and its manufactures. The indignities to which Chinese immigrants into America were subjected had for many months past reached the notice of their countrymen at home, and as soon as the old Immigration Treaty expired in December last, many of the influential Chinese in China met at the principal centres to consider ways and means whereby they could enter a strong protest as an earnest of their feeling against the contumely their brethren had been made to suffer at the hands of the officials of the Bureau of Commerce and Labour since July 1, 1903, when the enforcement of the Exclusion Law passed into that Department. It was towards the end of June last that 200 of the leading merchants of Peking, with representatives from almost every province except Fukien, debated on the question for four hours, and then signed an agreement not to purchase any American goods. As an earnest of their resolution they also entered into a compound guarantee bond, involving a 50,000-dollar penalty for any infringement of its provisions. "Those who know the force of guarantees in China can hardly doubt the earnest of the meeting," says the *Peking Times*. At the same time 630 students, representing 26 different schools and colleges, were assembled in another part of the city, adopting the following resolutions:—

(1) From this date on we will buy no more American articles. (2) We undertake to advise all our relatives and friends to do the same, and to explain to them the reasons for the action. (3) Whenever we meet Americans we will treat them with courtesy and respect and urge all others not to create any trouble in this way. (4) We will, as students, make it our business to ascertain that all these resolutions are duly observed and carried out. (5) We will make it our business to obtain and duly record the results of this movement in all districts and provinces where it is being adopted. (6) We promise to introduce it wherever it is at present unknown. (7) Every encouragement must be given to the improvement of Chinese manufactures, so that they may compete with the excluded American goods. (8) We will invite the writing and circulation of essays and articles on the question. (9) In each school there must be one or two students who will study and lecture on this subject, and exhort the people not to buy American goods. (10) All these resolutions must be faithfully observed in their entirety.

Shanghai, the principal commercial centre of North China, immediately became the fulcrum of the agitation whence telegrams and written representations were despatched to the remotest part of the world where any Chinese commercial associations existed or wherein any body of their traders resided whose sympathy could be enlisted in what has been regarded as a national cause. The sentiments of the Chinese at all times readily susceptible was at once appealed to, and the object of the central organising association in Shanghai became easy of attainment. In response to their invitation Canton, one of the first ports approached, promptly fell into line with the Northern settlement; and the movement gradually spread until the merchants of far-off Bangkok in the South as well as the magnates of the Straits and the wealthy mill-owners of Saigon, promised enlistment in a cause for the upholding of their national dignity. When the Northern representation reached Hongkong, however, the irresponsible natives without any loss of time entered into the movement with an

energy that did more credit to their spirit of enthusiasm than their discretion. The resort to obnoxious placards and the dissemination of objectionable literature tended to frustrate rather than to promote the end which they sought to serve. The better-informed, the educated, gentlemen of the Chinese community, however, were guided by a conciliatory spirit and endeavoured to ascertain the feeling of the people by such constitutional means as were prescribed by law in Hongkong. But the petition from the Chinese Commercial Union for the holding of a public meeting was vetoed by the Governor, and in the circumstance whatever may be the tacit doctrine of individual members of the Chinese residing in Hongkong, it is clear that anything like a combined movement on their part would place them within the limits of an infraction of the law for the peace and good order of the Colony. Secretary Taft's visit to Hongkong last week was a fortuitous circumstance, and advantage was taken of his presence in the Colony for the discussion of the boycott at Government House last week. With what result readers of the *Telegraph* now know from the full report appearing in these columns on Tuesday. It is obvious from the position taken up by Mr. Taft as the delegate of the U. S. President that the suggestions propounded by the Hon. Dr. Ho Kai on the evening of the Conference will be very carefully weighed, and that a most sympathetic ear will be granted to the representations of the Hongkong Chinese, whose number at Government House the other day might, in our opinion, have been usefully and representatively augmented by the inclusion of such names as give greater weight and prominence to the commercial interests of the Hongkong Chinese. Of the four suggestions put forward by the senior unofficial Chinese member of Council, one has already been met. We have it on essentially reliable authority received by the last American mail that the grievances arising out of the Detention Sheds have been redressed. As a result of the meeting of the Merchants' Exchange at San Francisco on the 10th August when President Roosevelt was memorialized on the subject of the boycott, a subsequent meeting was held when a California delegation in Congress was invited to be present. Senator Perkins responded to the invitation and went to the meeting with a communication in which a Federal official, Mr. H. H. North, of the Labour Immigration Service, at San Francisco, reviewed, seriatim, about all charges that have been made relative to the administration of the Chinese exclusion law on the Pacific coast, contradicting several and explaining others. So far as the complaint of poor quarters on board ship or at the detention shed is concerned Senator Perkins explained that that was a matter entirely out of the jurisdiction of the United States, as the law has left Chinese applicants in the custody of the steamship company, whose duty it is to look after those Chinese until their cases are finally disposed of. Fortunately, however, a generous appropriation has been secured for the building at Angel Island, in the bay of San Francisco, of a very fine immigrant detention station, which in the near future will provide most needful and comfortable accommodations for detained classes, as well as all other aliens in similar condition arriving at San Francisco.

The speaker knew of no provision of the law that would prevent any Chinese stopping at the best hotels in the town, pending action, in the case of his being so detained. It is simply a question of dollars and cents between himself and the steamship company as to what kind of accommodation he has. Under the exclusion law the custody of an arriving Chinese is in the hands of the steamship company until he is finally landed. In presence of so satisfactory an explanation and after the assurance of Secretary Taft, the Chinese would be well advised if they should desist from carrying on a movement that can now result in no good. No better attitude could be taken at this juncture than the adoption of a Fabian policy until Mr. Taft's undertaking of the 9th inst., which has been unofficially flashed across the wires to the States, reaches the President in the form of a despatch and after Congress meets and discusses a fresh treaty wherefrom it may safely be assumed that all the objectionable features of the old treaty will be removed. We are given a fair insight into the new compact in a draft, purporting to be that of the new treaty, reproduced elsewhere in this issue.

LOCAL AND GENERAL.

FROZEN rabbits from Australia are being retailed in Kuala Lumpur at \$1 each.

The Rev. Bro. James, Director of the Brothers' School at Penang, has been promoted to the Directorship of a Brothers' School in Australia.

HONGKONG'S readiness to far as plague is concerned is still unimpaired; the sanitary authorities having issued another blank return at noon on Tuesday.

THE Chief Justice, Sir Francis T. Pigott, is a passenger on board of the R.M.S. *Tartar*, which left here today for Vancouver. We understand that his Lordship is spending the vacation in Japan.

Mr. L. F. Austin says that at his best judo-jitsu is better suited to the taste and temper of wild cat in the jungle than to human beings. At its worst it is far more degrading than the prize ring ever was.

Mr. D. P. Griffith at present with the C.E. and M. Co. has been nominated to the post of Engineering Instruction, Chinese Railways, Tongshan. Mr. Montgomery, from Trinity College, Dublin, will be his assistant.

THE merchants and gentry of Shensi have been noting with rolling green eyes the profits, real or prospective, of the Peking Syndicate and they are agitating for railway and mining works to be undertaken only by Chinese in that province.

AMERICAN surgeons of the Manila Board of Health believe that they have discovered an X-ray cure for leprosy. Twenty-five cases of the disease have been treated in six months. All of them have improved, and six have apparently been cured.

ACCORDING to the *Chungai*, the total output of gold throughout Korea amounts to about 1,000 *kwansun* per year, valued at some 4,500,000 *yen*. It is stated that the value of the gold ore and dust exported in 1903 was 3,713,000 *yen*, 3,700,000 *yen* of this sum representing exports to Japan alone. Thus practically the whole of the gold exports are taken by that country.

THE Doukhobours have again broken loose. Forty of these remarkable beings marched into Yorkton, Montreal, dressed themselves of all their clothing, and standing naked and unashamedly burned their clothing. They were "rounded up" by the North-West Mounted Police and put into the court-house. The police set out to intercept others who are now on the march.

THE notices of the dry dock owners of Cardiff and Barry dispensing with the services of all members of the National Amalgamated Labourers' Union has taken effect. The men were paid the money due to them and quietly left the works. The number locked out is about 1,500, and in addition about 3,000 skilled workers of various grades are affected, but the works will remain to these as long as it is possible to carry on business.

THE contest between Billy Bellow and Jim Christie, which was to take place at Tientsin on 9th inst., was postponed owing to the illness of Christie who is in the German hospital. It appears that he has been attacked with fish poisoning which is of course attended with a certain amount of fever. He expects to be about again in a few days, but as he does not mean to take any chances, it will probably be three weeks before he meets Bellow.

At 11.30 p.m. yesterday, the ringing out of the fire-alarm bell caused the Brigade to turn out, and they were about to proceed to Aberdeen Street where the fire was reported to have broken out, when another report was turned in that the fire was in Wellington Street, and some of the firemen went there only to find it was a false alarm—the old story, a foul chimney having caught fire, at 164, Wellington Street, so the fire-fighters returned to their quarters.

THE promenade concert to be given on the Volunteer Parade Ground next Saturday evening should prove quite as successful as that which delighted a large number of people a few weeks since. The programme is being arranged by Mr. G. Gimble, who has already secured the services of a number of well-known vocalists and instrumentalists, including Mrs. Gordon, Mrs. Gimble, Messrs. Lammert, W. M. Stewart, Joki and Walston, while the band of the Royal West Kents has been promised for the occasion.

NATIVE nomads who return to Singapore after being banished from the Colony are dealt with in a manner such as to permit of no repetition of the offence. The other day a Chinaman who was banished from Singapore in 1903 was recognised and arrested by a detective in one of the thoroughfares, and at the Assize Sir Lionel Cox sentenced him to prison for the term of his natural life, a sentence also meted out to another Chinaman who, "by some mistake landed in Singapore instead of Sumatra," after he had been banished from the Colony.

THE Belleville boilers of the battleship *Vengeance* have been giving trouble again. From what one hears they are fit only for the scrap-heap, says a Naval correspondent in a home journal. On the *Vengeance's* trip home from China her boilers gave out so badly that the ship had to be towed a considerable distance. She was quite helpless so far as her steaming power went. This is serious news of a ship that should be in the best of condition, and had until a few weeks ago been serving in the Far East, where we ought not to have had any "lame ducks" in our fleet.

BEFORE Mr. Orme this morning, Mr. J. Gray Scott, general manager of the Electric Tramway Company, appeared to watch the interests of the conductor of car No. 26, who was prosecuting a Chinaman for using insulting and abusive language calculated to provoke a breach of the peace on 12th inst. It appears that the Chinaman boarded the car at the Sailors' Home, and tendered two cents for a ticket to Kennedy Town. The conductor said the fare was four cents, and the passenger must either pay that sum or leave the car. The latter then said he had only paid two cents on a former occasion, and started to abuse the conductor in language of an unprintable character, until one of the company's inspectors boarded the car at the moment, and learning the facts of the disturbance, had the man arrested. The accused was fined \$4 and ordered to be of good behaviour for the future, and not molest the Tramway Company's servants.

THE Shanghai Autumn Race meeting takes place on the 6th, 7th and 8th November next. The stewards are Messrs. A. McLeod (chairman), C. Broderick, H. J. Craig, H. E. R. Hunter, W. S. Jackson, D. Landale, and John Liddell, with S. W. Pratt, Clerk of the Course.

P.W.D., Hongkong.—We should have thought that our Far Eastern Settlement might have tried nearer sources of supply for a thoroughly qualified Surveyor with experience in trigonometrical work in rough hilly country instead of going to England to find one.—*Indian Engineering*.

FOLLOWING on the handsome donation of three lakhs of rupees, Mr. Sassoon J. David, the Sheriff of Bombay, has promised Rs. 15,000 to the Museum fund and Rs. 5,000 to the Celebration fund. This is not all, however, as Mr. David is also presenting to the city a statue of the Prince of Wales which will cost over a lakh of rupees.

CHAN I, coxswain of No. 11 Dock launch, charged the coxswain and the cook of No. 3 Dock launch and an unemployed coolie with the theft of twelve pieces of clothing, a watch and chain, gold coin, and a half-dollar piece, of the total value of \$42. The case was remanded, the accused being allowed out on bail of \$50 each.

PAPAN Mines, Ltd., the well-known mine in the vicinity of Ipoh, managed by Messrs. Wickett and Perry, is not to be a failure after all. A few months ago the mine as a company was practically shut down, but the directors sub-let it temporarily to Mr. Bannerman, the manager, who is reported to have struck several rich patches. On Saturday morning, 26th ult., the shareholders held a meeting and resolved to issue preference shares to the value of thirty thousand dollars.—*Eastern Daily Mail*.

THE *Eastern Daily Mail* was issued for the first time at Singapore on the 4th inst. and is undoubtedly justifying its existence as a purveyor of interesting and reliable news. What the *Daily Mail* is to both the classes and the masses of Great Britain so, say the management, will be the *E.D.M.* to the English-speaking peoples who live in this part of the world. The news printed is up-to-date, readably-written without padding, and served in a style that is certain to please. Mr. S. C. Penny is the general manager, and Mr. Arthur Howell, the editor, to both of whom we offer our congratulations, on what they have accomplished, and our best wishes for continued success.

MR. C. F. Dixon, of Mr. John Hastings' office, appeared before Mr. F. A. Hazeland this morning on behalf of the prosecution in a case in which Mr. Edward Sampson, third officer of the s.s. *Clay Sang*, charges Wong Kam, carpenter, and Tsai Kwan Chun, saloon-boy, and Li Kwei, holdman, of the same steamer with stealing a bicycle, valued at \$100, the property of the captain. It was alleged that the men took the bicycle in question and another from the hold of the steamer, and went for a spin ashore. When they returned they only brought back one machine, the other being found later in a pawnshop. As the steamer was now in Canton a remand was asked for until Monday next. This was granted. Inspector Collett was in charge of the case.

WONG Lai, a ricksha coolie, was charged before Mr. G. N. Orme this morning, with driving his vehicle in so furious and negligent a manner to the public danger, whereby he caused Tang Kam, a market-garden-coolie, to fall and sustain a fracture of his left leg below the knee. Tang Kam was going along the road at West Point, shouldering two heavy baskets of vegetables when three rickshas came dashing along abreast. On account of the weight of his load he could not get out of their way, and shouted to them to keep back, but defendant dashed into him, knocking him down, and causing the injuries mentioned. Tang Kam was removed to the Government Civil Hospital where his leg was set, he being detained for treatment. The case was therefore remanded, accused being released on bail of \$25.

Mr. J. Gray Scott, general manager of the Electric Tramway Company, charged Ip Tsun conductor of car No. 14, with the embezzlement of 10 cents. Evidence showed that, yesterday afternoon, at Shaubikwan, seven passengers boarded the car in question, while the conductor was buying ten cents' worth of congee. When they paid him their fare he only gave out five tickets, and evidently thought to reimburse himself for his outlay on that delicacy with the money for the tickets not issued. Unfortunately for the success of this scheme, a great many suspicious have arisen of conductors making this sort of thing a practice, and so private detectives have been engaged to travel about the line, and watch them, and, as luck would have it, it was one of the detectives and a friend to whom the conductor neglected to issue tickets, they seeing him place ten cents in the pocket of the jacket from which he had previously paid out 10 cents for the congee. They reported the matter to the manager, and in the evening when the way-sheet was sent in only five passengers were entered as having travelled from Shaubikwan to Causeway Bay, and only 25 cents paid in, the evidence showing that seven men travelled that distance. The defendant admitted that he did not issue the other two tickets, and made a rambling statement about "forget" and "going to do afterwards" but did not explain his negligence to deliver up the 10 cents.—His Worship: Shall I give him a term in stocks? It's a clear case against him?—Mr. Gray Scott:—No, Your Worship, I will not press for that extra disgrace, as the man has been an excellent character hitherto, and I would only ask for such punishment as will teach him and others a lesson. His Worship, in sentencing the man said he took into consideration Mr. Gray Scott's recommendation, and would therefore not deal so severely with the prisoner as he might have done. He must go on for two months, with hard labour.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

THE TOKIO RIOTS.

THE CABINET RETAINS OFFICE

BY MIKADO'S AUTHORITY.

[From Our Own Correspondent.]

Shanghai, 13th September,
9.15 a.m.

The Japanese Cabinet have waited upon the Emperor for His Imperial Majesty's directions as to whether the members should retain office in view of the disapproval manifested by the people over the settlement of the peace terms.

The Mikado has authorized them to remain in office.

A NAVAL DISASTER.

JAPANESE WARSHIP BURNT

MAGAZINE EXPLODED.

599 MEN MISSING.

[From Our Own Correspondent.]

Shanghai, 13th September,
9.15 a.m.

It is officially announced that a Japanese warship, name not given, was on fire on the 11th inst.

The magazine of the burning man-of-war exploded.

Five hundred and ninety-nine men of the ill-fated vessel are missing.

The warship is reported to have now sunk.

[By the number of men missing, it is evident that the warship, whose name is not given by the Japanese Naval Authorities, must be one of the first-class cruisers or a battleship. The latter of the *Fuji* class carries a complement of 600 men; while that of the *Mikasa* (Admiral Togo's flagship) type carries 740 men. The largest complement of the armoured cruisers is 575 carried by the *Yamato* and *Fuso*. Those of the *Nishin* and *Kawara* type do not have on board more than 500 men.—*E.D.M.*]

LEGISLATIVE COUNCIL.

NEW BILLS.

At the meeting of the Legislative Council to-morrow afternoon the Hon. Attorney General will introduce and read for a first time the following new Bills:—

A Bill entitled "An Ordinance to amend the New Territories Land Ordinance, 1903" and a Bill entitled "An Ordinance to transfer to the general revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to the Widows and Orphans of deceased public officers, and to make the payment of the same a charge upon and payable out of the said general revenue."

THE POST-BELLUM EXPENDITURE.

SOME PROBLEMS FOR THE GOVERNMENT.

The withdrawal of the troops from the front is the first important work to be undertaken after the peace agreement is notified, and it is stated that the transportation and disbanding of the enormous army will cost the Government something like 300,000,000, but this is probably an exaggeration. However, there can be no doubt that the sum will be very large. The money appropriated for the War Fund this year is now almost exhausted, but there are 300,000,000 raised by the last foreign loan and 300,000,000 reserved by the Government in London as an exchange fund lying unused. This fund, however, the Government intends to hold for some purpose not disclosed, and it will therefore be necessary to raise a fresh loan for the transportation of the troops, and other means require the immediate attention of the financial authorities. The redemption of Treasury bonds, which now amount to 1,500 million *yen*, bearing an annual interest of seventy million *yen*, is also a problem requiring solution. Other important matters that require immediate attention are the provision to be made for pensioning the men who are returning; the improvement of the Chinese Eastern Railway; the cities and harbours of Tientsin and Port Arthur; and the development of Saghalien. It is clear that the expenditure still to be incurred as a direct consequence of the war is enormous, and now that Japan has failed to receive any indemnity the difficulty of meeting obligations must be increased. But it is considered that the loss of the indemnity is serious, but Japan is in a position to overcome all financial difficulties. The Diet during its next session will fully consider the situation.—*Ipoh Chronicle*.

SHIPPING AND MAILS.

Australian Mails due
Australia (China) 14th inst.
India (Nepal) 20th inst.
The s.s. *Funnel* left Manila on 10th inst. and is due here on 14th inst.
The s.s. *Macar* left Hongkong on 11th inst. and is due here on 14th inst.
The s.s. *Macar* left Hongkong on 11th inst. and is due here on 14th inst.

THE LEGRAMS.

[Route's.]

The Earthquake in Italy.

LONDON, 11th September.

The Minister for Public Works has proceeded to Calabria in a relief train.

The country is described as one vast cemetery; villages wiped out; putrefying corpses littering the ground, and a demented population mobbing the trains and clamouring for help. Great fissures are visible for miles.

[Calabria is a promontory and province of Naples, forming the foot and southern extremity of Italy. In 1783, a great part of the province, as well as of Sicily, was destroyed by one of the most terrible earthquakes on record; beside the destruction of many towns, villages, and farms, above 30,000 people were killed by this calamity.—Ed. H.K.T.]

The Russians in Manchuria.

There is great jubilation among the Russians in Manchuria at the announcement of peace.

—President Roosevelt is everywhere toasted. The soldiers are apprehensive of the situation at home and prefer to remain in Manchuria.

The Irish Land Purchase.

Mr. Long announces that the Treasury has agreed to provide an additional £12,000,000 by the end of 1906 for Irish land purchase.

The St. Leger Stakes.

Later.

All M. Blanc's horses have been scratched for the St. Leger.

[At the time the last mail left home a number of opinions were being offered concerning the race, and it was suggested that Val d'Or would be M. Edmond Blanc's hope for the third of four classic three-year-old events. There was small doubt in many minds that the French owner could win the Leger with whichever he liked to send, the Eclipse winner of Jardy. The hope of England seemed to be centred in Cherry Lass which was going on well in her preparation for the great autumn event which is run off to-day.—Ed. H.K.T.]

American-Japanese Commercial Alliance.

An economic-commercial alliance between America and Japan is predicted in well-informed quarters.

Accident on the New York Elevated.

A crowded car on the New York Elevated Railway being derailed fell into the street killing ten and injuring thirty.

MURDER IN SINGAPORE.

A MYSTERIOUS STORY.

The recent tragedy which was disclosed at Tanglin Barracks when the dead body of Private J. Short of A. Company was discovered in the Regimental Swimming Baths has been for some time shrouded in mystery, but the facts are so important and the matter one which it appears is so desirable should be made public, that the information as supplied to us (*Singapore Free Press* of 7th inst.) from an essentially reliable source is here given.

It may be remembered that Short, who was a "good behaviour" man and had a permanent "all right" pass to stay in town if he so desired, was met on the night of Friday, July 29, by some military police in Middle-road about half-past eight o'clock. He volunteered the information that he was going back to barracks at once, but at reveille next day he was absent and was found as stated dead in the bath. It appears that the only thing missing from his quarters was his cap, and it was through this he was eventually traced. He had on leaving barracks a certain sum of money in his possession, and it is known that he went to a certain place near Middle-road in a riksha, and the original supposition was that the couple had murdered him for the sake of this money.

An extraordinary discovery was made shortly after however in the barracks. The charred and half-burned wreck of a riksha was found hidden away in a secluded spot. It was apparent that someone had for some reason attempted to destroy the riksha and the discovery led to the unearthing by the police of the coolie. Thus far there was nothing to suggest more than an ordinary crime, but the finding of the coolie led to the unfolding of an astounding story.

It is affirmed that this riksha was hired by a man at a certain second class hotel in the early hours of the 29th, and that this man got in with a body and ordered the coolie to go to Tanglin. Here he is supposed to have deposited his burden in the bath and to have endeavoured to destroy the riksha by burning it. From this point it is necessary to go back to the arrival in Singapore of a certain man and woman. The man is said to be an Australian engaged in pearl-diving or some similar occupation and the woman passed as his wife. It is alleged that when staying at the hotel previously indicated, the couple quarrelled violently, and the man arranged to pay her passage back to Australia. She refused to go, however, and the pair parted. It is then alleged that the soldier Short appeared on the scene in response to a summons from the woman, and it was whilst they were together that the man caught them, and so it is stated, murdered the soldier by striking him on the back of the head. He then managed by extraordinary skill to carry the dead body from the hotel without disturbing the authorities, and conveyed his ghastly burden from the hotel to Tanglin in the riksha, a long journey. What happened there has been already detailed. The man, we understand, is still in hiding, but is said to be well-known to the police. A special jury was convened by the Coroner in this case but nothing was made public as to the verdict arrived at.

The reward offered by the police for information which would lead to the arrest of the person or persons concerned in the death of Private Short has been increased to \$100.

THE S.S. "YING KING'S" PROPELLERS.

A CLAIM FOR WORK DONE.

In Summary Jurisdiction, at the Supreme Court, this morning, the hearing was continued, before the Puisne Judge, of the action in which the Ngai Lum firm of brass and iron moulders, Kaumati, sued the Kwong Tak Cheong firm of shipbuilders, of Praya East, for \$457.17, being balance due for work done and materials supplied.

Mr. P. W. Goldring, of Bruton, Hett and Goldring, appeared for plaintiffs, and Mr. C. E. H. Beavis, of Wilkinson and Grist, represented the defendants.

At the outset Mr. Goldring said that the other side had already admitted his claim, and it was now a matter of a set-off which, if his Honour held was good, would be questioned so far as the amount was concerned.

Capt Douglas, marine surveyor, of the firm of Goddard and Douglas, was then called. He said he understood that the rent of the slipway for accommodating the s.s. *Ying King* was \$200 for the first day, and \$75 for the second day. Expert engineers would receive about 10 cents a day, and from a dozen to twenty men would be employed on the vessel at one time.

Mr. Beavis said that the defendants' case was as follows. In or about the month of October, 1903, the steamship *Ying King* was built, and the defendants ordered the Ngai Lum firm to make two propellers and do other work connected with the ship. These propellers were built and were examined by the defendant firm who rejected them as being unsatisfactory. Tong Cheong was informed of this and he promised to guarantee them for six months, partly because he was anxious to keep his business with the Kwong Tak Cheong firm and partly because that firm would save time and get the steamer in the water without delay. Defendants would not accept a verbal agreement, but asked the manager of the plaintiff firm to write a letter of guarantee, so Tong Cheong wrote a letter which, unfortunately, said Mr. Beavis, has "disappeared from my office during the last few days." The steamer was placed in the water in January, 1904, made her trial trip, and then started to run between Canton and Hongkong. Sometime about the end of May an accident occurred to one of the propellers through striking a rock, and shortly afterwards they were both examined by a diver as the result of which the defendant's manager ordered two new propellers. With regard to the one damaged in the accident the defendant firm were willing to pay, but would not undertake to make good the second as its construction was found to be unsatisfactory and it was believed it would not last any length of time. Plaintiffs agreed to pay for a second propeller.

In July, the *Ying King* was taken on the slipway of the Kwong Tak Cheong firm, and the propellers were again examined and were found to be of unsatisfactory make and of unsatisfactory material. The defects were pointed out to the manager of the plaintiff firm who undertook to pay for two new ones which were subsequently put in. The defendants now charged the plaintiff firm under the guarantee with the expenses of making the propeller, \$375, and the cost of fixing them, \$81. That was how the set-off arose.

Evidence was heard, and judgment eventually given for defendants.

MALARIA AND THE MU QUITO.

SIR HENRY BLAKE'S RECENT ANNOUNCEMENT.

At the meeting of the Ceylon Branch of the Royal Asiatic Society, held at "Siriwasa" the residence of Mr. Ph. Freudenberg, a short time ago, H. E. Sir Henry Blake made the announcement that in an ancient Sanskrit work, *Susruta*, mention had been made of the connection between mosquitoes and malaria. The announcement created a stir in medical circles; and His Excellency, who was approached by Sir Allan Perry, P.C.M.O., wrote a note embodying the translation of the particular passage from *Susruta* which note was signed by four learned Oriental scholars, including High Priest Sumangala, and read at a meeting of the British Medical Association, Ceylon. It was felt, doubtful that at the remote period referred to, when bacteriology was unknown, any ancient author could have found out the connection between the mosquito and malaria. There was some doubt with regard to the translation which had been submitted to Sir Henry Blake, and it was felt that the reference to the mosquito in conjunction with other insects mentioned the fact that the sting of the mosquito caused swelling and fever, and similarly the stings of the scorpion, centipede, etc., were mentioned. The July issue of the Royal Asiatic Society Journal from London, just received, contains a communication on the subject from a learned German savant. He gives the quotations of *Susruta*, and his contribution tends to show that the reference alluded to by Sir Henry Blake had no connection with malaria; but that it yet left the question open for further inquiry. The suggestion is thrown out that the Ceylon Branch of the Royal Asiatic Society or the medical profession should investigate the matter. Perhaps some of our learned scholars like High Priest Sumangala, High Priest Dharmarama, Mr. Simon de Silva, Mudaliyar, Mr. W. F. Gunasekera, Mudaliyar, and Mr. V. F. Gunawardena, Mudaliyar, would communicate their views on the matter by giving critical translations of the passages referred to on the subject of the mosquito, fever and malaria.—*Ceylon Independent*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.—On the 13th at 11:55 a.m. The barometer has fallen over China, Formosa and Lochoos. A depression appears to be situated to the E. of Bashee Channel. The wind will probably freshen from NE. in the Formosa Channel and from NW. and W. over the NE. part of the China Sea. Forecast—moderate W. winds fair.

NEW EXCLUSION TREATY.

PROVISIONS OUTLINED.

In the editorial in this issue allusion is made to the proposed new treaty on the immigration question as set forth by the Chinese Government. By the American mail to hand yesterday, we received a copy of the text of the treaty, the provisions of which are outlined as follows:—

After the date of signing the treaty, labourers of each country shall be excluded from the other, labourers being miners, hawkers, washermen, fishers who salt or dry fish for export or local trade, Americans or Chinese not labourers are not within the restriction. The treaty is not retroactive, provisions being made for certificates being furnished.

Chinese labourers for countries other than America shall have the right to pass through the United States subject to the regulations of the nation.

American possessions being different from America proper, Chinese labourers may be admitted into the Hawaiian Islands and Philippines as subjects of other Eastern nations. Chinese subjects other than labourers shall be admitted and permitted to reside in this country provided that certificates are furnished them.

All Chinese subjects who wish to enter America having proper securities shall not be detained or imprisoned. When officials desire to inquire into the rights granted to Chinese subjects in reference to their admission, said subjects shall be allowed to secure for themselves representatives. The right to appeal from the ruling of the officials is granted.

Where Chinese have no authority to enter, officials have power to grant entrance or passage through the country. Chinese in America shall be unmolested as long as they are law-abiding and none shall be arrested without a warrant.

Chinese, excepting labourers, permanent or transient, shall have the privilege of bringing families to this country if they present proper certificates. Chinese may not become citizens of the United States. The United States and China have a right to register Americans and Chinese in their respective countries. Disagreements in interpretations of the treaty are to be referred to The Hague or arbitrators elected with the sanction of both countries.

The treaty is to be effective for ten years. A year's notice is necessary to abrogate.

THE P. M. S. S. "SIBERIA"

MAKES A RECORD PASSAGE.

The P. M. S. *Siberia* arrived Yokohama on the 31st ult. after making a record trans-Pacific passage by the Honolulu route. Her arrival caused a great deal of comment as she was not scheduled to appear in the Harbour until Sunday, and inquiry elicited the fact that not only had her passage been unusually speedy but it had broken all previous records. Good as her performance was, it might have been even better but for a delay at Honolulu which caused her to go easily to the Midway Islands, as it is desirable to approach these islands in daylight as they are very low and consequently a danger at night. To approach thus it was necessary to go from Honolulu at a reduced speed. Even with this drawback her actual steaming time was only thirteen days, seven hours. From San Francisco to Honolulu the trip was done in 4 days, 19 hours, 21 mins., which beats the record made by the *Korea* of 4 days, 23 hours, 15 mins. The *Siberia*, too, was heavily laden on leaving San Francisco, her draught to Honolulu being 22 feet. At some stages of the journey she did 22 knots and in the last two days she was doing 21 knots against a strong current. From San Francisco to Honolulu her daily runs were, 381, 438, 444, 455, and 367, the last bringing her into port. From the Midway Islands her runs were 397, 442, 441, 429, and 452, 96 being run to bring her to port on the last day. The route via Honolulu is 6,639 miles as against 4,595 miles direct. The record for the direct route is held by the *Korea* which did it in 10 days, 15 hours, 15 minutes. The time usually occupied by the journey via Honolulu is sixteen days.

The passage was a most smooth one and was most pleasant.

There was a great deal of social activity on board; two balls were given in addition to the usual forms of steamer recreation, and a newspaper, called the *Siberia Daily News*, was published. The contents of this journal were very amusing, but after leaving the Midway Islands the publishers were, by the courtesy of the Cable authorities, enabled to publish bona fide cables of general news. As many of the messages referred to the peace negotiations they were read with great interest. The money realised by the sale of these papers was voted to the Seamen's Institute in San Francisco. The printing was done by hectograph.

The passenger list included a number of notabilities. Mr. E. H. Harriman, family and party were on board. Mr. Harriman is the President of the Pacific Mail Steamship Company and of the Union Railroad and the Southern Pacific Railroad. Mr. Golet, the multi-millionaire, and Mrs. Golet were of his party. Mr. R. P. Schwerin was also on board. Mr. Schwerin is the Vice-President and General Manager of the Pacific Mail Co., President of the O. & O. Co., President and General Manager of the San Francisco and Portland S. S. Co., and President of the Portland and Asiatic. Mrs. B. C. Howard and Miss Howard were also among the passengers.

An interesting event on the trip was that at the Midway Islands Mr. Harriman's party went ashore and immediately opened up cable communication with San Francisco and New York, receiving the replies whilst they were there. In one case the reply came within twenty minutes.

Captain J. Tremaine Smith is to be congratulated on a trip which was in every way so excellent and satisfactory.

CANTON TEA MARKET.

[From Our Correspondent.]

Canton, 11th September.

Since last writing you on the state of the tea market here only about 4,000 boxes, of 20 lbs. each, have been settled for shipment no later than Wednesday next. The stock in hand is about 10,000 boxes. Only the best tea is inquired for, and very little business is doing. So far no wire has been received from England concerning the first shipment, and until this comes to hand it is doubtful if there will be any further settlements.

BOARDING-HOUSE LAW.

According to papers to hand from home, the Court of Appeal has delivered an important judgment, as it will be generally thought, salutary judgment on the liability of boarding-house keepers. It has been assumed for a number of years that the proprietor of a boarding-house had nothing like an inn-keeper's responsibility for the property of his guests—that, as Mr. Justice Darling put it in a lower court, there must be "misfeasance" as well as negligence before a claim for damages could be entertained against him. The Master of the Rolls and his colleagues have now given the law an interpretation which is more in accordance with the actual conditions and relations of boarding-house life. The security of the premises, the honesty of servants, and the character of the inmates admitted are all under the control of the proprietor, who, in offering accommodation to persons and property, is naturally assumed to provide the safeguards of an ordinary householder over his effects. The Court of Appeal lays it down that "reasonable care" must be exercised by a boarding-house keeper against the robbery of his guests, and that he is liable to pay compensation if the latter should sustain loss through his negligence.

If the members of the House of Commons did nothing else during the past session they fed themselves and refreshed themselves well. According to the return of the Kitchen Committee, there have been served during the session: 76 breakfasts, 24,344 luncheons, 26,542 dinners, 4-3 suppers, 47,963 teas and 5,696 meals at bars, making a grand total of 105,244 meals served in the House. An indication of the nature of the entertainment provided is given in the receipts of the committee. For provisions they received £7,435, and for wines £4,534, and for cigars £4,534.

COMMERCIAL.

Shanghai advices, of 8th inst., state:—Business reported:—Shanghai & Hongkong Wharfs at Tls. 188 for October, at Tls. 190/191/192 for December. Indo-Chinas at Tls. 69 for December. Farnham, Boyds at Tls. 143 for December. Langkats at Tls. 183 for December. Hall and Holtz at \$27. Colonies at Tls. 194. Municipal 6 per cent, December, at Tls. 99. Business done direct:—Banks at \$88; Ex. 713. Shanghai and Hongkong Wharfs at Tls. 186 for September, at Tls. 190 for November, at Tls. 196 for March 1906. Indo-Chinas at Tls. 67 1/2 cash, at Tls. 69 1/2 for December. Farnham, Boyds at Tls. 142 for December. Langkats at Tls. 175 for September, at Tls. 175 for October. Shanghai and Hongkong Wharfs Co. 6 per cent. Dec. at Tls. 96 1/2.

SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan and Co.'s share report are published on the 7th September:—

Business was practically suspended by a terrific typhoon which swept over the settlements and caused incalculable losses to cargo stored in the various godowns. Wharf shares have consequently suffered a slight set back in rates, but the actual cost sustained by all the wharf companies is estimated under Tls. 10,000. A reaction in quotation is certain immediately the true facts are brought to the notice of dealers and investors, meanwhile some operators are getting cheap shares. Interest, unfortunately, is high and there is a general want of confidence in native quarters, hence their reason for selling. Docks have receded to Tls. 140 owing to the difficulties of finance. Langkats advanced to Tls. 175, but are on the wane to-day. Indos have sagged to Tls. 67 1/2 but at the close the tendency is firmer. Exchange on London has risen since last week in consequence of the general want of money and to-day demand is quoted 2/8 1/2. As a curiosity we may mention that we are 1/2 below the parity of silver. From Hongkong the three days' rate is telegraphed at 7 1/2. Consols 100/7 1/2.

Wharves.—Shanghai and Hongkong Wharf shares have changed hands at Tls. 190 cash and at Tls. 189 for this month's clearance. Shares are wanted at the last figure. The loss incurred by the recent typhoon to this company is calculated at Tls. 3 to 4,000 only. December sales have taken place at Tls. 195, 195, Yangtze Godowns have been sold at Tls. 190.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	111 1/2
Do. demand	111 7/16
Do. 4 months' sight	111 1/2
France—Bank T.T.	245
America—Bank T.T.	159
Germany—Bank T.T.	143 1/2
India T.T.	143 1/2
Do. demand	143 1/2
Shanghai—Bank T.T.	73
Singapore T.T.	94 1/2 prem.
Japan—Bank T.T.	95 1/2
Yokohama—Bank T.T.	117
Buying.	
4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight	47 1/2
30 days' sight Sydney and Melbourne	47 1/2
4 months' sight France	47 1/2
6 months' sight	47 1/2
4 months' sight Germany	47 1/2
Bar Silver	22 1/2
Bank of England rate	3 1/2
Swedish	10 1/2

OPIMUM QUOTATIONS.

Today's quotations are as follows:—

	Per picul
Malwa New	1,105/1,120
" Old	1,192/1,200
" Older	1,240/1,250
" Oldest	1,310/1,330
	Per chest
Malwa New	1,027 1/2
" Old	1,165
" Older	1,015
" Oldest	1,045

Today's Advertisements.

"EQUITABLE LIFE."

EXTRACT from the "REVIEW," a prominent Insurance Journal published in LONDON, dated 14th July:—
"We on this side of the Atlantic are absolutely tired of hearing, and reading about the so-called 'revelations' of the Equitable of the U.S. As we have always said and still maintain, the assets of the Equitable of U.S. are there all the time, the policyholders or their representatives are being paid with the same promptitude as heretofore."
"We have not heard that the Equitable's policyholders are dying more rapidly than usual, or that the Company is less able or willing than before to meet its liabilities."
Remarks of this kind emanating from an insurance authority, and being exactly correct, deserve attention and acceptance. Policyholders are as fully secured while their interests are better protected than they were before the publication of the newspaper reports now dealt with.
Hongkong, 13th September, 1905. [923]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th September, 1905. [916]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"AUSTRALIAN"
Captain McArthur, will be despatched for the above Ports, on WEDNESDAY, the 4th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th September, 1905. [925]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 18th September, at 9.30 A.M.

All Claims must reach us before the 23rd September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 12th September, 1905. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Egypt*.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.
L. S. LEWIS,
Acting Superintendent.
Hongkong, 13th September, 1905. [1]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS,

MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED

FOR THE OLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT PIANOS

Maker	Sale Price	Former Price
Lunan	\$150	\$475
Cabin Piano	180	260
Hopkinson	290	480
Pleyel	295	525
Own Make (R. P. Co.)	300	450
Schiedmayer	320	600
Kirkman	325	480
Stuart	335	450
Rosenoraz	350	600
Own Make (Over Strung)	385	600
Broadwood	400	600
Spaethe	400	600
Collard	500	700
Haake	525	800
Rachals	575	750
Krauss	585	850
Hopkinson	600	750
Winklemann	675	750
Steinweg	700	850

GRAND (Small & Large) PIANOS.

Collard...	300	formerly 650
Broadwood...	380	" 700
Collard (as New)...	690	" 700

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KAISOW"	14th September.
GLASGOW AND LIVERPOOL	"DIOMED"	15th "
GLASGOW AND LIVERPOOL	"DARDANUS"	21st "
GLASGOW AND LIVERPOOL	"TYDEUS"	28th "
GLASGOW AND LIVERPOOL	"CHINGWO"	5th October.
GLASGOW AND LIVERPOOL	"KINTUCK"	12th "

S.S. "Diomed" left Singapore at daylight on the 10th inst., and is due here on the 15th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th September.
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
*GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
	"PING SUEY"	1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	19th September.
SHANGHAI	"SHAOHSING"	19th "
CEBU AND ILOILO	"KAIFONG"	22nd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	23rd "
YOKOHAMA AND KOBE	"CHINGTU"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th September, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 16th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SIERRA BLANCA"	20th September.
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th September, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, FOTLINGER STREET.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclicals
and Ellips Duplicators.

Hongkong, 13rd February, 1905.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate.

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING ORAL"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$14
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00
Second " " " " 1.50First class single journey to Macao 1.00
" " " " with Cabin 2.00Second " " " " with Cabin 3.00
Third " " " " 50 Cents.Breakfast, Tiffin or Dinner \$1 each only.
Wines and Spirits of the best brands are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Perseus".For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or toMessrs. WENDT & Co., Canton Agents.
S.A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"SATSUMA" 30th September, 1905.
"WRAY CASTLE" to follow.For Freight and further information, apply
toDORWELL & Co., LIMITED,
Agents.
Hongkong, 30th August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 15th Sept., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 16th Sept., 2 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Kudat, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th September, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,480	Metzenhild	November 7th, "
"ARAGONIA"	5,108	Ernst	"

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about
September 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or
about the 20th September.For Freight and further information, apply to
SHEWAN, TOMES & Co.,
Agents "Shire" Line.

Hongkong, 9th September, 1905.

Intimations.

JUST LANDED.

STATIONERY! STATIONERY!

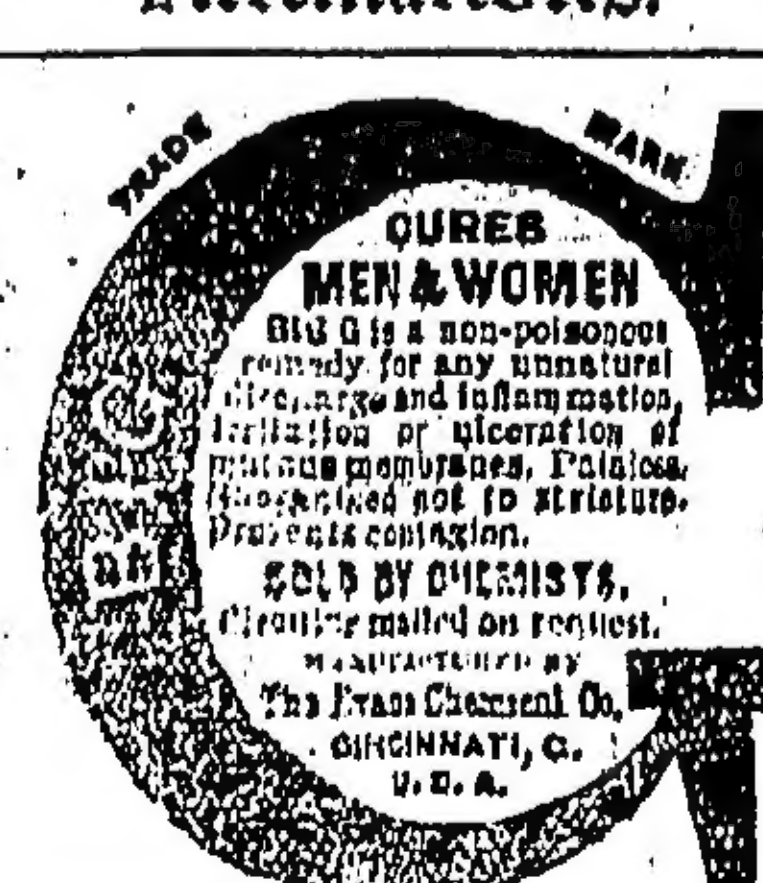
STATIONERY!

FANCY BOXES OF NOTE PAPERS and
ENVELOPES of the latest design.A large variety of Ordinary Papers and
Envelopes, now on hand.PRICE VERY MODERATE.
H. RUTTONJEE,
No. 4, D'Almeida Street,
No. 36 to 38, Elgin Road, Kowloon.
Hongkong, 29th August, 1905.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph, and
they are warned against paying more than
TEN CENTS (10 CENTS) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Intimations.



AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAIRN ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Can-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1905.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon. Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—A cone point upwards indicates a typhoon to
the North of the Colony.A cone point upwards and drum below in-
dicates a typhoon to the North-East of the
Colony.A drum indicates a typhoon to the East of
the Colony.A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.A cone point downwards indicates a typhoon
to the South of the Colony.A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.A ball indicates a typhoon to the West of
the Colony.A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER FORECASTS AND STORM-

WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places dailyabout noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Consaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Sea."

F. G. FIOO,

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

"THE LAND OF ROSES"

INTERESTING ACCOUNT OF GHAZIPUR.

From a charming description in "East and
West" of Ghazipur, famous for its roses, by Rai
Bahadur Lala Baijnath, we take the following
extract:—A few miles outside the town are large plots
of land devoted to the cultivation of roses and
jasmine. The area under rose cultivation is
about 500 of 600 bighas of land, and some two
hundred cultivators own it. They are mostly
Brahmins and often comparatively well-to-do
people. The trees are small, and are planted
about two feet apart. Each field comprises
about a bigha of land and has about a thousand
trees. The cultivation is much after the usual
Indian methods, with little attempt towards
improving the quality of the flowers grown.
The flowers are red and small, but the scent
is strong and sweet. With a little care they
may perhaps be made larger and the colour
greater. Each tree yields from 250 to 500
flowers in the season, and if the culture of
a bigha is a lakh of flowers, it is considered to
be good. The season is from the middle of
March to about the middle of April. The cul-
tivators are generally under engagement to
manufacturers of rose-water to supply them
with all the produce of the season, in considera-
tion of their having received advances of money
from them. The flowers are collected by
labourers early in the morning in baskets and
carried to the factory where they are counted
and picked.The price paid is settled in a punchayet of
growers and consumers, and the rate varies
from 75 to 100 rupees per lakh (hundred thou-
sand). It never exceeds a hundred rupees and
sometimes comes down to even 40 to 50 rupees
when the supply is in excess of the demand.
The flowers are sown in the factory, ready for
distillation of rose-water and extraction of attar.
There are several here, but the principal one
is that of Dhonda Ram. This is an old factory
of repute and was awarded a silver medal and
a certificate of merit for excellence of its manu-
factures at the Calcutta Exhibition of 1883-
1884. The original proprietor died lately, and
the present owner, his son, is a lad of some 15
years of age. The business is carried on in a
house with two enclosures. One of the sheds
is used for crushing oil seeds charged with
various kinds of scents. The principal ones
are rose, jasmine and bala. The seeds are
placed over layers of flowers which are renewed
periodically and then dried. After the seeds
have been fully impregnated with the required
scent, they are stored up in bags, each of which
is marked with the quality of the oil it is
expected to yield. The best quality of rose or
jasmine oil sells at about 8 rupees a seer, and
judging both from the smell of the dry seeds
as well as from the oil, which was being ex-
tracted from them, it will, with a little more
care, be equal to any imported scent in purity
and sweetness of smell. It is now a little too
strong for European nostrils, but is very popu-
lar with the Indians. Other inferior qualities
sell from four to one rupee a seer, and as large
quantities of the latter are in demand, they are
more largely manufactured than the drier
stuff. The oil is pressed in ordinary Indian
mills (kolus) drawn by one bullock after the
good old method, and no attempt is made
towards employing any of the improved
methods of recent times to increase either
its quantity or quality. A large portion of
the material which would otherwise be utilized
is thus wasted. But the manufacturer
puts up with the waste rather than spend
money on imported appliances. The cake
left after extraction of the oil is either used
by the poor for washing their hair or is given
to cattle to eat. About six of such mills are
daily at work in the firm, and the output of
from 1,000 maunds of seeds is from 400 to 500
maunds of oil during the year. Only one
other firm in Ghazipur manufactures scented
oil, but it does not produce more than 100
maunds in the year.The distillery for the manufacture of rose-
water is in the yard. The retorts are built up
with furnaces underneath. Four, five, or six
of such vessels, each capable of containing
about 30 seers of water, are placed in line with
as many fireplaces underneath. Close to them
are small vats for receivers to be placed in.
These receivers are placed in vats filled with
cold water, and as the latter gets heat-
ed it is drained off through stopcocks placed at
the bottom. The waste water flows into larger
vats below and is drained off after the process
is over. The quality of the rosewater manu-
factured depends upon the number of flowers
employed in the process. The highest quality
is that which sells at 8 rupees a quart bottle.
Each of such bottles represents the extract of
some 1,000 flowers, and each measure, techni-
cally known as a bhaup, contains about 25 or
30 of such bottles, valued at about Rs. 200.
About 75 lakhs of flowers, yielding about 5,000
bottles, are used in Ghazipur for distillation of
rosewater alone. The superior kinds cannot
however, be judged from the bottle. The
water is then bitter in taste and the smell is
not at all so strong as one would expect. But
it is said that if you mix a spoonful of it with a
pint of water, it at once becomes rosewater of
good quality. The process is started
with about 5,000 flowers for the first distilla-
tion. As many seers of water as are required
to be distilled are put in together with
one

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مجلس شورای اسلامی

Telephone 256.

ATTENTION

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1904.

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, (or Hays Road, is the City of Victoria, Hongkong.